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Cover Photo: Re-bars nearly as thick as a
human arm are being processed for the \$1
billion Presidio Parkway Project, which

CALTRANS... BUILDING THE ROAD TO RECOVERY



CALIFORNIA TRANSPORTATION
Journal

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links San Francisco to the Golden Gate Bridge. Partially funded by the Recovery Act, the parkway will replace the existing roadway with a seismically safer structure.

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Message from the Caltrans Director

Keeping California moving is no easy task, and the 2009-10 fiscal year was particularly challenging due to the economic climate that stretched our resources.

During the last fiscal year, our department oversaw more than \$9 billion in transportation projects — thanks to the men and women of Caltrans who continued their exceptional work during these trying times.

Given the tremendous challenges, the American Recovery and Reinvestment Act (Recovery Act) was a welcome relief. It provided much-needed cash for projects that might otherwise have not been funded.



California received nearly \$6 billion in Recovery Act funds to improve transportation across the state. Caltrans led the nation with nearly \$2.6 billion obligated for 991 highway-related and job training projects around the state. Examples of key Recovery Act projects include major improvements for the nation's busiest interstate (Interstate 405 in Los Angeles) and a new fourth bore at the Caldecott Tunnel on State Route 24 in the Bay Area. Also, California successfully obtained an additional \$2.3 billion in funding for both high-speed and intercity passenger rail service.

In the past year, Caltrans made great progress on the stunning San Francisco-Oakland Bay Bridge and broke ground on the Presidio Parkway, the southern access to the Golden Gate Bridge. In Central California, we are converting State Route 99 — the backbone of the state's highway system that moves goods across California — into a full-fledged freeway. Farther south, we continued work at the Otay Mesa United States-Mexico border crossing in San Diego.

Working with our partners, Caltrans has also developed a number of innovative solutions and technologies that will allow us to deliver our projects quicker and make our roads and bridges safer and stronger. Using these new technologies, the department can respond after an earthquake to quickly assess the condition of the state's bridges and roadways. In addition, new construction techniques will increase worker and motorists' safety while decreasing traffic impacts and construction time.

This report is organized under the topics of safety, mobility, delivery, stewardship, service, and financial. We hope you enjoy learning more about how Caltrans has met the challenges of the current economic environment to produce a world-class transportation system.

Sincerely,



Director, Caltrans

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INTRODUCTION

Caltrans Projects Pave the Way to Recovery



In 2009, President Barack Obama signed into law the Recovery Act, a \$787 billion economic stimulus package designed to put people back to work and provide more than \$27 billion to improve the nation's transportation infrastructure. California's share of Recovery Act dollars for transportation was the nation's largest, including nearly \$2.6 billion for highways and local streets.

The Recovery Act is helping construction workers across California. For example, Bart Pensinger, a construction manager in San Diego County, was laid-off from his job in January 2009 and was out of work for nearly six months. His family had exhausted their savings and was on the verge of defaulting on their mortgage. In May 2009, thanks to \$74 million in Recovery Act funding, construction began on a State Route 905 project in San Diego, and Pensinger, hired as a project manager, went back to work. The project will create an estimated 1,400 jobs and is critical to the flow of goods between the United States and Mexico.

Since March 2009, Caltrans has leveraged more than \$2 billion in Recovery Act funds with other state and local sources for nearly 1,000 transportation projects, putting \$3.8 billion into California's economy. Nearly \$600 million was, as of the fiscal year's end, paid to transportation contractors — ranking California second nationally in Recovery Act funds paid.

Thanks to efforts by Governor Arnold Schwarzenegger, Caltrans and local transportation officials across California expedited the use of Recovery Act funds. As a result, jobs are being created and retained while we improve California's transportation system. These jobs are not just with contractors, who buy equipment, fuel, and other supplies, but also with trucking companies, small and disadvantaged businesses, and suppliers of construction materials. The economic activity generated by the Recovery Act supports thousands of jobs and yields sales tax revenue for the state.



Thanks to \$74 million in Recovery Act funds, construction began on State Route 905, allowing unemployed worker Bart Pensinger to return to work. Photo courtesy of Mr. Bart Pensinger.

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Recovery Act Funds Highway Projects

In April 2009, Caltrans broke ground on its first Recovery Act-funded project, the \$23.7 million Interstate 80 Rehabilitation Project in the Bay Area financed by \$19.5 million from



the Recovery Act. The resurfacing project, to be completed in fall 2010, transformed a 50-year-old section of I-80 into a smooth new roadway for

nearly 200,000 daily commuters and truckers. The project came in nearly 40 percent under original cost estimates, and Caltrans has directed the savings to advance other highway projects.

Other examples of the Recovery Act-funded projects include the Interstate 405 Sepulveda Pass Widening Project in Los Angeles. California's bleak economic situation looked as if it would delay the start of a new 10-mile bus/carpool lane on the I-405. The state was planning to sell millions in bonds to help pay for the project, but the economic downturn made it impossible. The project was able to start on schedule when Caltrans and the Los Angeles County Metropolitan Transportation Authority secured \$190 million in Recovery Act funding. It was the third largest Recovery Act funding allocation for a transportation project in the nation.



The economic crisis hindered the start of a 10-mile bus/carpool lane on I-405 in Los Angeles. However, with \$190 million in Recovery Act funds, Caltrans and its partner were able to start the badly needed improvement.

In spring 2009, crews began a four-year task to construct the new northbound bus/carpool lane on I-405 through the Sepulveda Pass from Interstate 10 to U.S. Highway 101. When the project is completed in 2013, there will be 72 continuous miles of bus/carpool lanes in either direction on I-405 from the San Fernando Valley to Orange County. Bus/carpool lanes typically carry two to three times more people at peak traffic hours than conventional mixed-flow lanes.

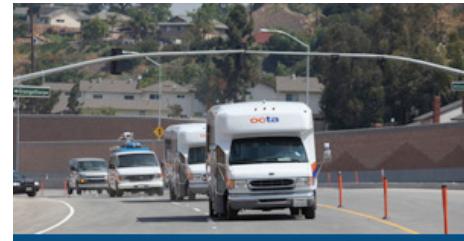
This I-405 widening project is also the first design-build highway construction project in Los Angeles County. Design-build combines both project design and construction into one contract with the goal of expediting a project's completion.



A \$128 million grant in Recovery Act funds allowed work to begin on two phases of the I-215 Widening Project in San Bernardino, making possible 17 new bridges and direct connectors to I-210.

Recovery Act dollars also enabled Caltrans to start work on other Southern California projects, including the next two phases of the Interstate 215 Widening Project through downtown San Bernardino. Funding for these phases includes \$128 million from the Recovery Act. The project will improve access to the east and west sides of San Bernardino with 17 new bridges and direct connectors to Interstate 210.

The first shovels went into the ground in November 2009 on Orange County's largest Recovery Act transportation project — a \$59.5 million job to ease a chronic traffic bottleneck by expanding State Route 91, a major transportation artery connecting Orange County with the Inland Empire. The project is funded primarily by nearly \$48.5 million in Recovery Act funds.



Work began in 2009 on Orange County's largest Recovery Act mobility project, the \$59.5 million expansion of State Route 91, connecting the region to the Inland Empire.

A \$100 million infusion from the Recovery Act launched construction in December 2009 on one of the Bay Area's showcase projects, the San Francisco Presidio Parkway. The project, which is well ahead of schedule, is intended to replace Doyle Drive with a modern, seismically safe, parkway. The 73-year-old access road to the Golden Gate Bridge is part of a vital link between San Francisco and Marin County.

In July 2010, construction began on the parkway's second major phase — a \$116 million project to build the Battery Tunnel and a temporary bypass. The contract is funded



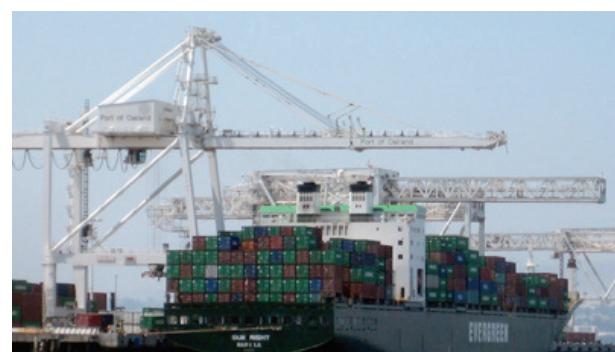
A \$100 million allocation from the Recovery Act will help replace the aging Doyle Drive with a modern and seismically safe parkway that connects to the Golden Gate Bridge.

entirely by the Recovery Act — and was awarded 41 percent lower than Caltrans' estimate. The savings of \$41 million in Recovery Act funds will be redirected to help pay for additional highway projects.

Additional projects in the Bay Area include the Caldecott Tunnel Fourth Bore Project, which received \$192.4 million in

Recovery Act funding. This \$420 million project on State Route 24 is constructing a fourth tunnel bore, which will relieve traffic congestion for some 160,000 vehicles a day by eliminating the need to reverse the traffic direction twice a day in the existing center bore.

In February 2010, California learned it would receive an additional \$130 million through the Recovery Act's Transportation Investment Generating Economic Recovery Grant program for a quartet of key projects: \$46 million for the Presidio Parkway in San Francisco; \$33.8 million for freight corridor improvements at Colton Crossing in San Bernardino County; \$30 million for the ports of Oakland, West Sacramento, and Stockton to move freight via barges; and \$20.2 million for a new freeway interchange at the Otay Mesa East border crossing in San Diego County.



In February 2010, California received \$30 million through the Recovery Act's Transportation Investment Generating Economic Recovery Grant program, to move freight via barges in the ports of Oakland, West Sacramento, and Stockton.

For more information on the Recovery Act projects, visit <http://recovery.ca.gov/>.

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High-Speed Rail out of the Station

In January 2010, California was awarded \$2.3 billion in Recovery Act funding for high-speed and intercity passenger rail — more than any other state. High-speed rail is set to receive \$2.2 billion while nine vital intercity passenger rail projects will collect nearly \$100 million. High-speed trains will link San Francisco, Sacramento, the Central Valley, Los Angeles and San Diego. In California, "high-speed trains" really means high speed — up to 220 mph — which will allow passengers to travel from Los Angeles to San Francisco in just 2 hours and 40 minutes. Building the 800-mile high-speed train system is estimated to create up to 600,000 jobs. And these jobs aren't limited to construction or engineering. High-speed rail will produce employment across the state in many areas, such as food, materials and retail sales. Construction is expected to begin as early as 2012.



The Recovery Act allocated \$2.2 billion to the California High-Speed Rail Project, which will create up to 600,000 jobs and link San Francisco, Los Angeles, San Diego, Sacramento and the Central Valley via trains that travel at up to 220 miles per hour. Artist rendering provided by NC3D®

Voters in 2008 elected to issue nearly \$10 billion of state bonds for high-speed rail. California is home to the second (Pacific Surfliner), third (Capitol Corridor), and fifth (San Joaquin) busiest intercity passenger rail corridors in the nation. With 5 million annual passengers, California has more than 20 percent of all Amtrak riders. Since 1990, the state has invested more than \$1.3 billion in infrastructure and equipment for intercity passenger rail and about \$1 billion in operating support.

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Proposition 1B Improves Transportation Across the State

Forty years ago, California created a transportation system to support one of the most dynamic economies in the world. By the early 21st century, however, the condition of the Golden State's highways, bridges, and transit had noticeably declined due to decades of underinvestment in transportation. In 2006, seeking to reverse this trend, the governor championed, and the state's legislators and voters approved, Proposition 1B, a \$19.9 billion transportation bond. Since its passage, nearly \$6 billion has been committed to more than 1,000 projects statewide.

In addition to highway projects, California is investing a robust \$4 billion from Proposition 1B for public transit, intercity and commuter rail, and waterborne transit. California's airports and seaports are receiving \$3.1 billion to reduce terrorism, and bond funding has also paid for 300 new traffic detection systems, which save more than 1,300 hours of daily travel time.

The bond is helping fund major transportation projects across the state. Near Sacramento, a 12-mile bypass around the suburb of Lincoln became a reality. This \$325 million project reduces congestion by close to 4,000 hours per day. In Southern California, the \$1 billion Interstate 405 Sepulveda Pass Widening Project in Los Angeles and the \$60 million Bus-Carpool Extension/Loma Santa Fe Interchange in San Diego County will increase mobility for commuters. In addition, projects like the \$79 million Interstate 210/215 Connector Ramps project are improving economic competitiveness and quality of life by reducing delays for consumer and commercial vehicles. When completed in 2011, it will link northern Los Angeles County to the city of San Bernardino and provide another commute option for hundreds of thousands of commuters daily.

More than \$1 billion in bond funding is also supporting 13 projects on State Route 99 in the Central Valley that will convert the route into a full-fledged highway. Completed nine months early, the \$70 million Atwater Freeway Project is one such project. The project received nearly \$50 million from Proposition 1B, allowing nearly three miles of SR 99 in Merced County to be upgraded from a four-lane expressway to a six-lane freeway. Nearly 40,000 vehicles use the highway section per day.

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San Francisco-Oakland Bay Bridge Takes Shape



Work continued last year on the east span of the San Francisco-Oakland Bay Bridge, which is intended to upgrade the seismic safety of the bridge built in 1936.

"Monumental" took on a new meaning this past year as work continued on the San Francisco-Oakland Bay Bridge, a \$6.2 billion seismic retrofit project that will replace part of the existing structure with the world's largest self-anchored suspension span. The connection of the Yerba Buena Island (YBI) Detour represented the most significant realignment of the Bay Bridge since it opened in 1936. Also, the arrival and erection of the first 12 massive deck sections for the self-anchored suspension span was another giant step, bringing

the new east span's most iconic element closer to reality.

For only the second time since the 1989 Loma Prieta earthquake, the entire Bay Bridge closed to accommodate major construction. During the 2009 Labor Day weekend, the bridge closed for four days to connect the YBI detour. Crews replaced a section of the bridge east of the YBI tunnel to connect the bridge to the detour.

The historic and unprecedented construction occurred 150 feet in the air. Crews cut a massive 300-foot-long, 3,200-ton, double-deck section out of the bridge and moved it north on a set of hydraulic rails. A new 3,600-ton double-deck section built just south of the existing bridge was rolled into place, connecting the bridge to the detour. Traffic will flow on the half-mile-long detour for the next few years, allowing crews to demolish a portion of the original bridge and



Elevated 150' above the San Francisco Bay, work crews cut a 300-foot-

build a new permanent connection from the tunnel to the east span.

3,200-ton section out of the venerable Bay Bridge, part of a temporary half-mile detour to Yerba Buena Island.

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Self-Anchored Suspension Span

Work on the new east span's most iconic element — the single tower, 2,047-foot-long self-anchored suspension span — took a monumental leap forward when the first permanent deck sections were delivered early from China, arriving in the Bay Area in January 2010. The trans-Pacific trip took just 22 days. The first sections were placed less than a month later, and at fiscal year end, the first 12 sections were in place. The first tower sections left Shanghai in mid-June 2010 and arrived in the Bay Area in July.

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Oakland Touchdown

The Oakland Touchdown (OTD), which connects Interstate 80 in Oakland to the Bay Bridge, celebrated its own major milestone, as all major work on the first OTD contract was completed at the end of 2009. This work included the entire westbound roadway and 500 feet of the eastbound roadway, and crews installed hinge pipe beams between the OTD and the bridge's skyway. Minor work, including installing barrier rails, grinding the roadway, and removing the temporary supports, was completed in early 2010.

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Yerba Buena Island Transition Structure

Work will begin later this year on the main Yerba Buena Island Transition structure. This structure, one of the most important and challenging, of the Bay Bridge projects, will transition traffic from the side-by-side decks of the east span to the double decks of the Yerba Buena Island tunnel and west span.

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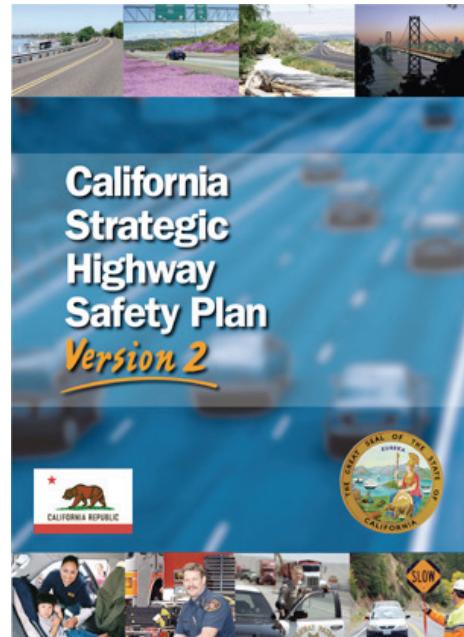
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Strategic Highway Safety Plan

In partnership with federal, local and private sector stakeholders, Caltrans developed and is implementing the Strategic Highway Safety Plan (SHSP). Nearly 300 stakeholders representing 80 different agencies and organizations participated in the development of the plan that was approved by the Secretary of the Business, Transportation & Housing Agency in September 2006. The most important benefit is the coordination of statewide safety programs to reduce fatalities and injuries on all public roads. The plan quantifies safety issues, identifies performance measures and targets, provides guidance to transportation stakeholders on the most effective safety strategies and actions, identifies available funding sources and provides methods for monitoring safety projects and initiatives. Caltrans teamed with other state agencies, including the California Highway Patrol, Department of Motor Vehicles and the Office of Traffic Safety to provide public awareness outreach on highway dangers. A new element was added to the SHSP last year — distracted driving. Caltrans and its partners are developing strategies to address this issue.



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Safe Routes to School



Caltrans manages the state and federal Safe Routes to School programs, which have improved safety for children in grades K-12 who walk and bicycle to school. The state designed the program to give students an easy and healthy way to travel more safely to and from school by funding safety projects, such as new sidewalks, bicycle trails, crosswalks, and traffic signals at intersections. In addition to the state program, the federal Safe Routes to School program provides funds for safety projects as well as for education, enforcement, and evaluation of the program.



These include conducting bicycle safety training, distributing bicycle helmets, evaluating safety elements along routes, and implementing school safety campaigns. Since 2000, the state and federal Safe Routes to School programs have

awarded 1,012 projects totaling \$335 million.

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Slow for the Cone Zone Public Awareness Campaign

For more than a decade, the Caltrans Slow for the Cone Zone effort has saved lives by raising awareness about the need to drive safely in highway construction and maintenance zones. Caltrans continues to educate Hispanic, youth and adult drivers. For teenage drivers, Caltrans kicked-off a new drivers sweepstakes. The sweepstakes incorporates educational materials into high school driver education programs and employs social media, such as Facebook®, to attract teens to the Slow for the Cone Zone message. Past campaigns have resulted in an 18 percent increase in teens who said the Caltrans Slow for the Cone Zone campaign had a positive effect on their driving behavior. The "\$1000 Fines" message alerting drivers to the penalty of speeding through a work zone has led to the highest awareness of the Slow for the Cone Zone campaign in history. Caltrans will continue to reach Hispanic, youth and adult drivers through billboards and radio ads — ultimately reaching its goal of 96 percent of California drivers.

A screenshot of a website titled "Cone Cash Sweepstakes". The main header features a large graphic with the words "CONE CASH" in a stylized font, surrounded by traffic cones. Below the header, there's a section titled "HERE'S HOW TO ENTER:" with three numbered steps: 1. WATCH THE VIDEOS, 2. TAKE THE QUIZ, and 3. REVIEW YOUR INFO. Step 1 shows a video player with a play button. Step 2 shows a quiz interface with a question and two answer options. Step 3 shows a form for entering information. The footer of the website contains legal disclaimers and logos for various sponsors like AAA, Esso, and Toyota.

Caltrans' Slow for the Cone Zone campaign has successfully used the internet to reach teenagers, who reported to pollsters that they had gotten the message: Slow down when workers are present.

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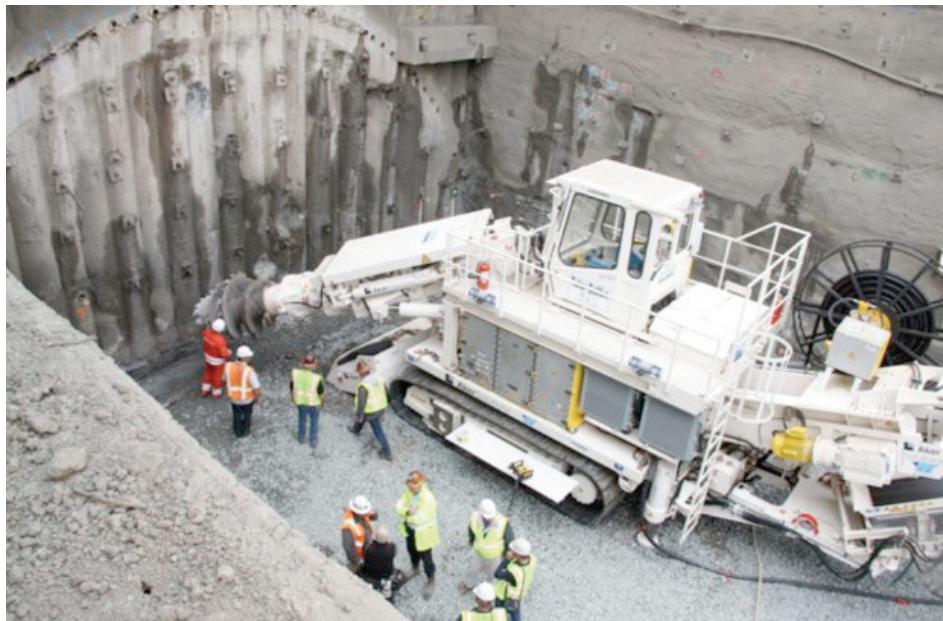
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American Recovery and Reinvestment Act of 2009

The American Recovery and Reinvestment Act of 2009 (Recovery Act) brought nearly \$2.6 billion of federal funds to California for highways, local streets and roads, and \$1.07 billion for transit projects. Under the Recovery Act, California had 120 days to obligate, or commit, half of these federal funds, and California obligated this funding in less than 60 days — two months ahead of the federal deadline. Caltrans was the first state transportation department in the country to surpass the \$1.8 billion obligation mark. These funds are providing a much-needed jump start to California's economy, while creating an investment in transportation infrastructure that will leave a legacy for generations to come.



Caltrans and local partners began tunneling in August for the Caldecott Tunnel's fourth bore, a \$420 million project funded in part by the Recovery Act. When complete, two bores in either direction will whisk 160,000 vehicles a day on the Bay Area's State Route 24.

Since March 2009, Caltrans has leveraged the more than \$2 billion in Recovery Act funding with other sources of state and local transportation funding for nearly 1,000 transportation projects — putting a total of \$3.8 billion into California's economy. Nearly \$600 million of this funding, as of the fiscal year end, has already been paid to transportation contractors — ranking California second nationally in Recovery Act funds paid.

To date, California leads the nation with nearly \$2.6 billion in Recovery Act funding obligated to 991 highway, job training and local street transportation projects statewide.

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Strategic Growth Plan

The Strategic Growth Plan's (SGP) goal is to reduce the level of traffic congestion, so that in 10 years there will be less congestion than there is today. The SGP is based on the premise that investments in mobility throughout the system will yield significant improvements in congestion relief. To accomplish the objective, an estimated \$107 billion investment in the transportation infrastructure will be necessary. It is anticipated that the \$19.9 billion transportation bond (Proposition 1B) funds will leverage private sector, federal and local resources to multiply the total funds dedicated to improving and building our transportation infrastructure.

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Proposition 1B

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) has paved the way for transportation projects like the \$325 million Lincoln Bypass in Placer County, and the \$79 million Interstate 210/215 connector ramps in Southern California.



Proposition 1B, which voters passed in 2006, helped push more than a thousand projects into completion, construction or environmental and design phases. Among the largest in northern California was the \$325 million Lincoln Bypass, in burgeoning Placer County.

So far, Proposition 1B has helped pay for the completion of 119 projects, get 228 projects into construction and move 717 projects in environmental or design phases. The bond program has also helped pay for the completed seismic retrofit of 36 bridges, rehabilitation of 10 miles of roads, and the construction of 10 miles of new lanes — many of which include high-occupancy vehicle or carpool lanes in Sacramento, Placer, El Dorado, Solano and Sonoma counties. The bond program has also helped pay for the widening of four highway ramps, construction of 11 transit facilities, purchase of 487 new transit vehicles, installation of more than 300 new traffic detection systems and an improved system operation — saving more than 1,300 hours of daily travel time so the public can spend more time doing the things they enjoy and less time on the road.

Proposition 1B provided \$1 billion for corridor enhancements on State Route 99. Worthy of notice is the \$70 million Atwater Freeway Project, which was completed nine months ahead of schedule and brings SR 99 one step closer to being a full freeway. The project received nearly \$50 million from Proposition 1B, and upgraded nearly three miles of the highway in Merced County from a four-lane expressway to a six-lane freeway. Nearly 40,000 vehicles a day use the highway section.

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GoCalifornia

Caltrans and the Business, Transportation & Housing Agency produced GoCalifornia, which became the transportation component of the Governor's Strategic Growth Plan (SGP). The plan developed system-wide transportation performance standards adopted by the California Transportation Commission. In addition, the SGP calls for state and

regional agencies to engage in public private partnerships to attract billions of dollars in private investment for the development of transportation infrastructure in the state.

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Goods Movement Action Plan

In January 2007, Caltrans, in collaboration with the Business, Transportation & Housing Agency and the California Environmental Protection Agency, completed the Goods Movement Action Plan (GMAP). The department spent two years coordinating feedback sessions and workshops with numerous local, regional and state agencies, the private sector and community-based organizations to develop the plan. The GMAP and the Emissions Reduction Plan are statewide action plans for goods movement capacity expansion, goods movement-related public health and environmental and community impact mitigation, and goods movement-related security and public safety enhancements. The California Transportation Commission used the plan in the development of the priority project list for the \$3 billion Trade Corridor Improvement Funds (TCIF) Proposition 1B program.



The Goods Movement Action Plan, which Caltrans planners worked on for two years, is a key element for freight efficiency in California. Proposition 1B provided \$156 million for goods-related projects during fiscal year 2009/10.

During fiscal year 2009-10, construction began on four goods movement projects supported by \$156 million in TCIF funding. In fiscal year 2010-11, 25 goods movement projects (valued at \$3 billion) with nearly \$800 million in TCIF funding are expected to begin construction.

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Largest Construction Contract Awarded in the State

In March 2006, American Bridge/Flour Enterprises, a Joint Venture, presented a \$1.43 billion bid for the self-anchored suspension (SAS) portion of the San Francisco-Oakland Bay Bridge. The contract was awarded the following month.

Work on the new east span's most iconic element, the single tower, 2,047-foot-long SAS span, continues to move ahead. The SAS is unlike any other bridge in the world. Despite issues that delayed the delivery of the initial deck sections, staff in China collaborated with the prime contractor and fabricator to overcome those hurdles and sent the first deck sections sailing across the Pacific in December 2009. Those first 12 deck sections arrived in the Bay Area in just 22 days. By the end of 2009, nearly 55 percent of the permanent SAS sections were fabricated and out of the workshops. Nearly 53 percent of the steel crossbeams were fabricated, and 68 percent of the tower sections were complete. Almost all work on the temporary steel support structures for the SAS was completed by the end of the 2009.



After a 22-day trans-Pacific journey, a bridge section of the SAS is raised on the San Francisco-Oakland Bay Bridge.



During the fiscal year, more than half of the Bay Bridge's SAS sections had been fabricated, and the majority of steel crossbeams and tower sections completed.

In July 2010, the final segment of the new east span began to take shape with the placement of the first tower leg for the single tower that will eventually soar 525 feet above the foundations.

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Public Private Partnerships

In 2009, Governor Arnold Schwarzenegger signed Senate Bill X2 4, which provided legislative authority for public private partnership agreements for the development of transportation infrastructure through 2017. This method of financing will provide significant new capital investment while improving and expanding our transportation

infrastructure. In February 2010, the California Transportation Commission approved the Presidio Parkway project under this authority. It is anticipated that the project will achieve contract execution by the end of December 2010.



Governor Arnold Schwarzenegger signed a bill allowing public private partnerships to develop transportation infrastructure through 2017.

The Presidio Parkway project is intended to replace the existing 73-year-old south access to the Golden Gate Bridge. The entire project is expected to

cost approximately \$929 million and consist of eight separate contracts. Contracts one through four started in November 2009. These projects will improve that seismic safety. The public private partnership project will construct contracts five through eight (\$473 million) and finance the future operations and maintenance of the entire project.

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Design-Build

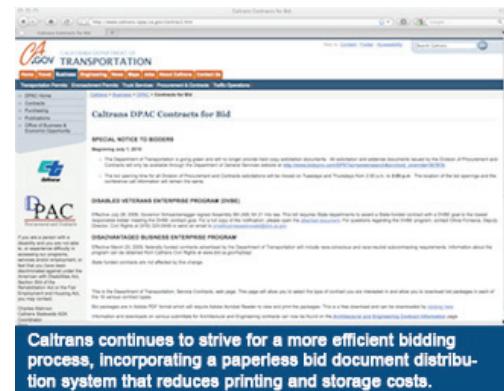
In 2009, Governor Arnold Schwarzenegger signed Senate Bill X2 4, which provided legislative authority for a design-build demonstration program. This strategy allows a project to begin construction earlier, since one section of the project can be built while the next section is being designed. This process maximizes available labor, materials and resources. The bill allowed for 10 projects to be piloted by the state and five projects to be piloted by local agencies. The demonstration program will allow the projects to open to traffic an average of 12 months early. As of August 2010, the California Transportation Commission has approved six state projects in Los Angeles, San Bernardino, Fresno, San Mateo, and Madera counties and one local project in Riverside County.

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Improvements to Contract Bidding

Caltrans continues to feature contract bidding improvements that promote business connectivity between smaller contractors and larger contractors. These improvements stimulate economic development and improve bidding contractors' access to information while meeting the intent of the Governor's Executive Order 02-06.

- A new "Opt-In" service allows smaller contractors to appear on a list when prime contractors search non-bidders looking for suppliers or quotes.
- The "bid item search tool" allows a contractor to search advertised projects by either bid item work description or by item code number.
- The "advertise for help" option allows bidding and prime contractors to directly list what assistance they would like to have on projects in which they intend to bid.
- The new post-bid file Web page includes every bid document as it comes in, allowing contractors to see other bidders' documents.



Caltrans has transitioned to a paperless bid document distribution system (E Ad) to increase efficiency and reduce costs. Paperless bid documents eliminate excess printing costs and storage issues for unused project documents.

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Contracts for Delivery

For the past five years, the Caltrans director has entered into contracts with each of Caltrans' 12 district directors to ensure the delivery of projects ready to go to construction within the fiscal year. The department first began the contracts for delivery in fiscal year 2005-06. The contracts for delivery include projects designed by Caltrans, that are committed to achieve the "ready to list" milestone, or reached the point where Caltrans may advertise the project to solicit bids from contractors.

From fiscal year 2005-06 to 2009-10, Caltrans delivered 99.8 percent of the 1,394 projects included in the contracts for delivery valued at nearly \$15 billion. In FY



2009-10, Caltrans delivered 304 projects, worth \$2.8 billion, on time. More than 64 percent (892 of the 1,394) of the contract for delivery projects achieved the ready to list milestone ahead of schedule.

These contracts for delivery have represented only a portion of the work required to deliver projects. They have focused on specific projects where the completion of activities will get those projects ready to move to construction within the fiscal year. However, most projects require several years to get through the environmental, design, right-of-way procurement and construction processes. In addition to focusing on those projects that can be made ready for construction within the fiscal year, the contracts for delivery for FY 2010-11 will be modified to include project delivery milestones for all phases of all projects being worked on.



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Construction Program



Nearly 700 contracts valued at \$9.6 billion are generating jobs throughout the state.

Since 2006, the department has consistently managed from \$9.4-\$10.4 billion in contracts to generate jobs and improve the state's infrastructure. At the end of the 2009-10 fiscal year, Caltrans had nearly 700 ongoing construction contracts valued at nearly \$9.6 billion statewide.

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NATIONAL ENVIRONMENTAL POLICY ACT

CLEAN RENEWABLE ENERGY BONDS

ALTERNATIVE ENERGY FACILITIES

GREENHOUSE GAS EMISSION REDUCTION

CALIFORNIA INTERREGIONAL BLUEPRINT

ADVANCED MITIGATION PLANNING

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National Environmental Policy Act (NEPA) Delegation

At the end of the 2006-07 fiscal year, California became the only state to participate in a pilot program allowing the department to take responsibility for federal environmental approvals on transportation projects. With support from our state's congressional delegation, the Federal Highway Administration (FHWA) delegated that authority to Caltrans under the federal transportation bill. This delegation allows the department to assume FHWA responsibilities for federal approvals under NEPA and other environmental laws for most highway projects in the state that are processed with an environmental impact statement or environmental assessment. It also provides the ability to negotiate and respond directly to federal permitting and regulatory agencies. Allowing Caltrans to grant federal environmental approval saves time by accelerating project production and is an important piece of the governor's plan to streamline government and expedite completion of transportation projects. Under the program, the median time for completing the environmental process for routine environmental documents has been reduced by nearly 17 months. The NEPA Delegation pilot program terminates in August 2011. Caltrans is working to extend the program.

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Clean Renewable Energy Bonds

The Clean Renewable Energy Bonds (CREBs) Program is administered by the U.S. Internal Revenue Service (IRS) and was created under the National Energy Act of 2005 to encourage energy conservation, develop energy infrastructure and increase domestic energy production and the use of alternative energy sources. In 2006, Caltrans was approved for 93 facilities to install photovoltaic panels under the CREBs Program. Caltrans did a further review of the approved facilities for soundness of the concept and adjusted the scope at each facility, reducing the number of facilities to 70. The department has budget authority to spend \$20 million from the sale of the CREBs that will fund the 70 photovoltaic installation projects at various



Caltrans this year received authority to spend \$20 million on photovoltaic projects at transportation facilities. Energy savings will be used to repay the Clean Renewable Energy Bonds, which are administered by way of the U.S. Internal Revenue Service.

Caltrans facilities. The savings from potential energy generated from the photovoltaic systems will repay the 1.45 percent interest rate bonds over 15 years. It's anticipated that 70 photovoltaic installation projects will be generating electricity by the end of fiscal year 2010-11.

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Alternative Energy (Solar Power) Facilities

In June 2010, Caltrans established policies and procedures to address Governor's Executive Order S-14-08 and the Legislature's California Global Warming Solutions Act of 2006 (Assembly Bill 32). Caltrans is leading the way to promote the installation of solar power facilities in its right-of-way, in a safe and reasonable manner.

Caltrans has entertained a proposal from Republic Cloverleaf Solar LLC (Republic) to install a commercial-scale solar power park on real property owned by the department, located in Santa Clara County. In May 2010, the California Transportation Commission (CTC) conceptually approved Caltrans to directly negotiate with Republic for a solar power park pilot project. This will allow Caltrans to negotiate terms for a developmental lease and revenue/profit share operations agreement that would permit Republic to install and maintain solar panels within several parcels of the state's operating right of way in Santa Clara County. In return, the state will earn an income stream from traditionally nonrevenue-producing properties.

Caltrans is partnering with the Sacramento Municipal Utilities District (SMUD) to develop a solar energy production pilot program in the Sacramento Region. SMUD is proposing two locations along U.S. Highway 50 in the Sacramento and Rancho Cordova areas. The CTC provided conceptual approval at its June 2010 meeting, and Caltrans continues working with SMUD to develop a solar power park.

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Greenhouse Gas Emission Reduction

Assembly Bill 375 was signed into law in 2008, requiring the California Air Resources Board (CARB) to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. The California Transportation Commission adopted the California Regional Transportation Plan Guidelines in April 2010, which provides guidance to 18 metropolitan planning organizations in California as they prepare a "sustainable communities strategy" that demonstrates the ability for regions to attain CARB's targets.

Draft targets were released in June 2010 and public workshops were held throughout the state to present the proposed draft targets for years 2020 and 2035.

In the 2008-2009 fiscal year, Caltrans became one of the first state agencies to successfully certify its greenhouse gas emissions inventory with the California Climate Action Registry.

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California Interregional Blueprint



Senate Bill 391, passed in October 2009, requires the California Transportation Plan (CTP) to define the statewide integrated multimodal transportation system that would meet our



California Interregional Blueprint Workshop participants provide live feedback using wireless devices.

climate change goals under Assembly Bill 32 and Senate Bill 375. The CTP is a statewide, long-range transportation plan for meeting our future mobility needs by defining goals, policies and strategies to achieve our collective vision for California's future transportation system. The interregional blueprint will communicate California's vision for an integrated, multimodal, interregional transportation system that complements regional transportation plans and land use visions.

Caltrans will develop the interregional blueprint in two phases. The first phase integrates existing state modal plans and describes how these plans relate to regional transportation and land-use plans. The second phase, to be completed in 2012, builds on the first phase's narrative analysis by applying modeling and data programs, including the Statewide Integrated Interregional Model to model and evaluate alternative transportation scenarios.

Ultimately, the interregional blueprint will become the foundation of the 2040 update to the state's CTP.

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Regional Advance Mitigation Planning

The Regional Advance Mitigation Plan (RAMP) is a regional or statewide plan that estimates the potential future compensatory mitigation requirements for one or more planned infrastructure projects and identifies mitigation projects, sites or credits that would fulfill some or all of those requirements.

Since spring 2008, a working group of state and federal agencies, including Caltrans, Department of Water Resources, Department of Fish and Game, Department of Parks and Recreation, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and the Nature Conservancy, have been exploring the potential for implementing regional advance mitigation in California.

Assembly Bill 2665 seeks to further advance the concept of RAMP by giving the Natural Resources Agency express authorization to prepare and implement RAMP.



Bald eagles, such as the one above, can thank Caltrans for working with other agencies to estimate in advance the potential environmental mitigation on infrastructure projects.

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TRANSPORTATION TECHNOLOGY						

American with Disabilities Act Settlement

A \$1.1 billion settlement between disability rights groups and Caltrans was one of the largest class actions ever in California. The department agreed to a financial commitment of \$1.1 billion over the next 30 years with annual allocations coming from federal and state transportation funding. The settlement includes a plan to improve access to 2,500 miles of sidewalks and park & ride facilities.

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Surplus Property Disposal

Beginning in July 2006, Caltrans evaluated its entire real property portfolio, determining which properties were no longer required for transportation purposes, and embarked on a multiyear effort to dispose of those surplus properties. Since July 2006, Caltrans has been able to dispose of 1,680 surplus properties generating revenue of almost \$147 million.

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Small Business Outreach

In July 2009, Governor Arnold Schwarzenegger signed Assembly Bill X4 21. This bill requires state departments to award state-funded contracts with a Disabled Veterans Business Enterprise (DVBE) goal to the lowest responsible bidder meeting the DVBE contract goal. Caltrans is committed to aiding small and disadvantaged business to be successful in obtaining state contracts. To that end, several programs have been developed to provide assistance:

- Bonding Program. Caltrans and the U.S. Small Business



Upon Governor Arnold Schwarzenegger's signing of AB X4 21, Caltrans and other state departments must award a state-funded contract with a Disabled Veterans Business Enterprise (DVBE) to the lowest responsible bidder meeting the DVBE

Administration**contract goal.**

entered into a

memorandum of understanding to work cooperatively to provide a Surety Bond Assistance Program to promote increased small business participation in Caltrans state highway and transit projects. The Surety Bond Assistance Program helps eligible small businesses obtain (or increase current capacity) of bid, performance and payment bonds by providing technical assistance in the application process.

- **Mentor/Protégé and CalMentor Programs.** Caltrans, in partnership with the Association of General Contractors of California and the American Council of Engineering Companies, has established a Mentor/Protégé Program. The goal of the program is to increase the number of companies that are able to successfully bid and compete for Caltrans transportation improvement and public works projects by matching a large construction company (mentor) with a smaller construction company (protégé). The Mentor/Protégé Program applies to the construction industry, and the CalMentor Program, which includes mentoring opportunities for architectural and engineering firms, is active in all Caltrans districts.



Caltrans hosted statewide Business Exchanges, formerly known as procurement fairs. These exchanges provide a forum for vendors to meet state officials, and build networking relationships – which are vital components in recruiting DBE and DVBE contractors.

The program's primary focus is to assist Disadvantaged Business Enterprises (DBE) to overcome barriers that typically inhibit or restrict the successes of minority- and women-owned businesses. The program is designed to produce a broad base of high-quality, competitive and profitable companies.

- **Business Exchange.** Caltrans continues to host business exchanges (formerly known as procurement fairs) statewide. In keeping with our commitment to small business, DBE and DVBE communities, the Business Exchange provides a forum in which vendors have the opportunity to meet state CalCard buyers and make purchases across the table. Networking with Caltrans staff and contract officials is an essential component of the Business Exchange that helps build relationships.
- **DBE/Supportive Services.** Through a contract between Caltrans and the California Community Colleges Chancellor's Office, DBE supportive services are provided through 10 Small Business Development Centers (SBDC) statewide. The services consist of no-cost, individual one-on-one counseling and technical assistance training designed to improve technical knowledge, business acumen and construction proposal-related skills, and business outreach and communication to firms interested in working on Caltrans highway construction projects.

Caltrans met and exceeded the small business 25 percent goal and the DVBE 3 percent goal, for state fiscal years 2008-09 and 2009-10. More than \$800 million was awarded to small businesses and DVBEs in two years, thus stimulating the economy. For the

second time in a row, Caltrans received the “Diversity Employer of Year” from the *Diverse Engineering Company Magazine* and Conference of Minority Transportation Officials in Washington, D.C.

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Building the Future of Transportation Technology Today

Over the last fiscal year, Caltrans has developed a number of innovative solutions and technologies designed to improve transportation in the Golden State. Working with our partners, the department searches for new and better ways to deliver projects, quickly respond to emergencies, and develop new materials and construction techniques that lead to more effective management of public services, resources, and infrastructure. Some of our most interesting and promising advances include:

- **ShakeCast.** This Web-based system is used by Caltrans to rapidly respond after an earthquake when the department needs to quickly assess the condition of its bridges and highways. ShakeCast is critical to ensuring public safety, guiding emergency vehicles, and reestablishing critical lifelines on quake-damaged structures and roadways. This application automatically retrieves and analyzes data on earthquake shaking in relation to individual bridge performance information. Caltrans uses this data to prioritize bridge inspections and assist emergency responders. Deployed in June 2008, ShakeCast operates around the clock, seven days-a-week.
- **The Responder System.** This communication tool is used by emergency personnel who must quickly and accurately describe an incident on the state highway system and request help and equipment needed to clear the roadway. The system allows responders, such as Caltrans maintenance staff, to collect, track and share incident information quickly and easily with a transportation management center (TMC) and other responders. Using GPS readings, the system automatically downloads local weather data, retrieves maps and aerial photos, and pinpoints a responder's location on the maps. It also automatically composes and sends messages to TMC operators. This system is especially valuable during major incidents, such as landslides, floods, and earthquakes in remote areas where voice communication is often limited and coverage is sparse, and when working with inexperienced responders. More information is available at:
<http://www.westerntransportationinstitute.org/research/systems/>
- **Mobile Terrestrial Laser Scanning/Lean Project Delivery.** This program reduces costs and improves the quality of project delivery. The Mobile Terrestrial Laser Scanning (MTLS) device collects highway data while traveling at highway speeds, which is safer for staff and allows for more efficient emergency responses. Caltrans is also developing Lean Project Delivery, a new way to plan, design and build transportation facilities more efficiently. Combined with mobile scanning, Lean Project Delivery promises to reduce the length and cost of construction.
- **Rapid Rehab.** Caltrans uses this scheduling and traffic analysis software tool to



Caltrans is using pre-cast concrete sections, or SuperSlab®, to repair Interstate 15 between Ontario and Rancho Cucamonga. The pre-cast concrete sections decrease construction time and the impact on traffic, extends the life of the pavement, and increases safety for motorists and workers during construction.

help planners and designers select effective and economical pavement rehabilitation strategies. For example, it can estimate how long highway construction will take, and consider alternate strategies for pavement design, lane-closures, and contractor's logistics. The bottom line: Rapid Rehab has been used on Caltrans projects since 2000, and has saved more than \$20 million in construction costs.

- The iCone. The iCone is a moveable field device, which resembles a typical traffic cone, that allows Caltrans traffic managers and maintenance supervisors to receive real-time traffic information. For example, iCones at construction, maintenance, or incident sites can provide real-time traffic information. The information is transmitted wirelessly and displayed on a map using a Web-based browser. The iCone was successfully field-tested on the San Francisco-Oakland Bay Bridge, the Interstate 680/Highway 24 Interchange and Highway 1 projects.

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CALIFORNIA DEPARTMENT OF
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Fiscal Year 2009-10 Budget

The fiscal year 2009-10 enacted governor's budget for Caltrans totaled \$12.1 billion in authorized expenditures. This is a \$1.7 billion decrease from the 2008-09 enacted governor's budget, primarily due to a tapering of Proposition 1B appropriations. The 2009-10 budget included a fully-funded Proposition 42 transfer and a Proposition 1A loan repayment of \$83 million to the Traffic Congestion Relief Fund.

In January 2009, the Schwarzenegger administration projected a \$40 billion shortfall through June 2010. Governor Arnold Schwarzenegger signed the 2009-10 Budget Act in February 2009, which addressed the shortfall and added \$2 billion to the state's reserves. However, about \$6 billion of the 2009-10 Budget Act's proposed solutions relied on the passage of Propositions 1A through 1E, which voters rejected in 2009. As a result, the 2009-10 Budget Act was amended and signed in October 2009.

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Putting More Federal Dollars to Work

Improving from a record low of \$169 million of inactive federal obligations in fiscal year 2008-09 would be difficult, but Caltrans again decreased inactive obligations for federal aid highway projects from more than \$160 million in August 2008, to an unprecedented low of \$31 million in August 2010. In addition, the number of projects with remaining balances over \$500,000 was reduced from 94 to just seven. To continue a plan of improvement, Caltrans has implemented a six-month inactive look-ahead program to continue reducing this balance in future years.

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Funds Management

In federal fiscal year 2009-10, Caltrans successfully:

- Obligated all of the American Recovery and Reinvestment Act funds (\$2.57 billion).
- Obligated \$3.5 billion from the Federal Highway Trust Fund.
- Requested \$200 million to obligate against additional available projects through the August redistribution process.

The Federal Highway Administration (FHWA) granted California a conditional use of a toll credit pool of \$5.7 billion. Caltrans uses toll credits in lieu of state matching funds, which ease stress on the State Highway Account cash balances. As of July 2010, California obligated \$96 million from the toll credit pool toward 173 state projects and \$7 million toward 29 local projects.

Since 1989, the Statewide Preliminary Engineering System (SPES) program has expended \$2.87 billion dollars in federal reimbursements. The last memorandum of

understanding (MOU) between FHWA and Caltrans for the SPES was approved in 1989. Caltrans finalized a new Statewide Preliminary Engineering System MOU with FHWA in January 2010.

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Federal Aid Data System

In March 2010, the Federal Resources Office completed its task to replace the Rapid Access Management Information System mainframe version of the Federal Aid Data System (FADS) with Federal Aid Data System 2.0. Caltrans and Federal Highway Administration (FHWA) use the FADS 2.0 to process federal funding requests for state and local projects. The system provides real-time reporting capability, which ensures that all data entered can be accounted for by providing a complete audit trail of changes to project data. It also ensures data integrity and accuracy by providing online edits, table lookups, and drop down menus. This system of checks and balances results in the transfer of error-free federal obligation requests, thereby reducing the number of rejected federal obligation requests and improving the accuracy of project data. More than 100 federal funding requests totaling about \$4 billion per year are transmitted from Caltrans to FHWA per week using FADS 2.0. The updated version is a statewide, centralized, Web-based application written in a programming language that meets information technology standards and is supported by Caltrans IT staff.

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Proposition 42 Transfer

Passed by the voters in 2002, Proposition 42 is a state sales tax on gasoline that provides funds for transportation purposes. In fiscal year 2009-10, Proposition 42 revenues totaled \$1.44 billion, an 8 percent increase compared to 2008-09. This improvement is attributable to Assembly Bill X3 3, which raised the state portion of sales tax from 5 percent to 6 percent through June 2011. These funds were distributed to cities and counties for local street and road projects and the Public Transportation Account, and retained in the Transportation Investment Fund for the State Transportation Improvement Program. Distribution of the \$1.44 billion in revenues is shown below:

- \$575 million to local streets and roads.
- \$287 million to the Public Transportation Account.
- \$575 million — retained in the Transportation Investment Fund.

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Public Transportation Account

The Public Transportation Account (PTA) funds the operating costs of intercity passenger rail services, transportation planning, and transit capital projects. In June 2009, the Third Appellate Court of California ruled that funds in the Public Transportation Account may only be used for “transportation planning” and “mass transportation” purposes. In September 2009, the California Supreme Court upheld this ruling. As a result, redirections of current and prior fiscal year spillover revenues of approximately \$960 million were deemed invalid. In March 2010, Governor Arnold Schwarzenegger signed Assembly Bill X8 6 and Assembly Bill X8 9 into law, which reinstated mandated transfers from the PTA to State Transit Assistance. The following fiscal year, 2009-10, PTA transfers were revised as a result of the enactment of ABX8 6 and ABX8 9:

- \$400 million to State Transit Assistance (this is also intended to cover FY 2010-11).
- \$142 million of debt service payments.
- \$79 million of non-Article XIX revenues were reverted to the State Highway Account.

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Proposition 1B: The 2006 Transportation Bond

Fiscal year 2009-10 represented the third year of allocations from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B). The 2009-10 Budget Act appropriated \$3.7 billion in Proposition 1B funds for capital outlay, local assistance, and state operations, including \$2.8 billion for programs administered by Caltrans.

The state's fiscal climate continued to affect the ability of the state treasurer to sell general obligation bonds to fund bond-supported programs. The condition of the General Fund also affected Caltrans' ability to access cash to meet bond-funded project commitments. As such, the department continued to put bond-funded projects on hold. In fall 2009 and spring

2010, the state treasurer succeeded in selling bonds to provide cash for the state's general obligation bond programs. In all, the treasurer was able to sell more than \$12 billion in bonds, though only about \$1.9 billion was provided for transportation. This allowed projects that were already under construction to continue, and it provided cash for several new projects that had been deemed ready to proceed to construction.

In fiscal year 2009-10, \$1.08 billion was allocated as follows:

- \$630 million — capital outlay.
- \$332 million — local assistance.
- \$117 million — state operations.

It is important to note, however, that these bond sales provide funding only for the cash flow of the projects and not the full project costs. Future bond sales are needed to fund these projects to completion. The state is expected to return to the bond market now that the 2010-11 state budget is enacted. The success of those sales will determine how many additional transportation bond projects will be funded.

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State Transportation Improvement Program and State Highway Operation and Protection Program Funding

Despite a less than ideal bond market, which caused the delay of some allocations for State Transportation Improvement Program (STIP) projects, approximately \$742 million in STIP allocations were made in fiscal year 2009-10 from a cadre of funds, including the Federal Trust Fund, the Transportation Investment Fund, and Proposition 1B. Caltrans delivered additional projects, but those projects could not receive an allocation because of the shortage of bond availability.



Another key Proposition 1B-funded project was the \$70 million Atwater Freeway Project on State Route 99. Some 40,000 vehicles traverse the section daily. This upgrade moves SR 99 a step closer to becoming a fully-developed freeway through the Central Valley.



In fiscal year 2009-10, Caltrans realized about \$400 million in State Highway Operation and Protection Program contract award savings due to a favorable bidding climate. This program funds the maintenance of the state highways.

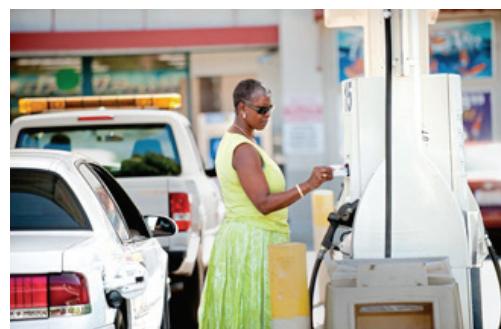
California continues to experience a transportation-funding shortfall. Funding from excise tax on fuels is declining due to reductions in fuel consumption and is eroding from inflation, because the last increase of state excise tax on fuel occurred in 1994. The 2009 Ten-Year State Highway Operation and Protection Program (SHOPP) Plan identified an annual investment need of \$6.3 billion for the repair and maintenance of pavement and bridges, the construction of safety and mobility improvements, and the replacement of facilities. Due to a funding shortfall in fiscal year 2009-10, \$1.5 billion of available SHOPP funding was allocated to the highest priority components, which are safety and emergency along with bridge and pavement maintenance. In 2009-10, Caltrans realized about \$400 million in SHOPP contract award savings due to California's struggling economy and a favorable bidding climate. These savings are expected to continue in the future but slowly erode as the state's economy recovers.

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Looking Ahead: The Fuel Tax Swap

In March 2010, Governor Arnold Schwarzenegger initiated a "Fuel Tax Swap" by signing Assembly Bill X8 6 and Assembly Bill X8 9 into law. The fuel tax swap eliminated the state sales tax on gasoline effective July 1, 2010, and replaced it with a 17.3 cents-per-gallon increase to excise tax on gasoline for a new total of 35.3 cents per gallon.

The net effect of the fuel tax swap will increase the contributions toward debt service on general obligation bonds, such as Proposition 1B. It will also reduce the revenues deposited in the Public Transportation Account (the state portion of sales tax on gasoline was eliminated), and fund new State Transportation Improvement Program projects from a portion of the 17.3 cents-per-gallon increase to excise tax on gasoline that is deposited in the State Highway Account.



Governor Arnold Schwarzenegger signed a "fuel tax swap," eliminating the state sales tax on gasoline as of July 1, 2010, and replacing it with a 17.3 percent a gallon increase excise tax on gas.

The fuel tax swap also eliminated Proposition 42 revenues, the sole funding source for the Transportation Investment Fund. Caltrans will continue to use the Transportation Investment Fund to pay for obligations until the fund is fully liquidated. Caltrans estimates that this will occur in October 2012. New obligations and allocations for the State Transportation Improvement Program will be made from the State Highway Account.

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